

MEMORANDUM

TO: Mr. David Waldner, Director
Division of Environmental Analysis
Kentucky Transportation Cabinet
200 Mero Drive
Frankfort, Kentucky 40622

FROM: Qk4 Inc
815 West Market Street
Louisville, Kentucky 40202

DATE: March 15, 2005

SUBJECT: I-65 to US 31W Connector
Item No. 3-16.00, .01, and .02
Warren County
Conceptual Stage Relocation Assistance Report

At your request, and in accordance with the Relocation Assistance Guidance Manual, Chapter One, Section 62-01.1100, Paragraph A, a Conceptual Stage Relocation Assistance Report (CSRR) has been prepared for the above-referenced project. The project is located in northeast Bowling Green and unincorporated Warren County, and includes the I-65, US 31W, KY 446 and US 68/KY 80 corridors. The purpose of the project is to meet the projected transportation demands and capacity needs necessary to make the transportation network in the study area function effectively. During the last few years the study area has experienced a new surge in development that warrants the study of the transportation system in the study area.

With the 2005-2010 Six-Year Highway Plan, \$2.0M has been programmed for right-of-way acquisition to be implemented as one section and conducted during Fiscal Year 2005-2006. Other phases and identified funding include Utilities in 2005-2006, \$2.0M; and Construction in 2007, \$5.0 (Item 3-16.00); 2008, \$10.0M (3-16.01); and 2008, \$10.0M (3-16.02).

The US 31W to I-65 Connector has two separate corridors—rebuilding the existing east-west roadways, or building a new north-south corridor—for the proposed build alternatives. The corridor using the existing roadways is generally located east-west, and includes build alternatives 3+4 North and 3+4 South. The corridor using a new road on new alignment generally runs north-south and includes the options of 5-Red, 5-Blue, 5-Orange, 6-Red, 6-Blue, and 6-Orange. “Alternative 5” has no interchange at US 68/KY 80, and “Alternatives 6,” has an interchange at US 68/KY 80.

The information for this report was gathered by interviewing community leaders and conducting several field visits. This report describes the potential residential relocations, commercial displacements, neighborhood/community impacts, and farm severance for the eight build alternatives.

The following table presents a summary of the residential relocations and business displacements associated with the eight alternatives.

Table 1
Summary of Anticipated Residential Relocations, Business \ Commercial
Displacements, Neighborhoods or Clusters of Homes Impacts, and Farms Impacted

Build Alternative	Residential Relocations ¹	Business\ Commercial Displacements	Neighborhoods or Clusters of Homes Impacted	Farms Split or Lose 20 Percent Of Land	Industrial Displacements
3+4 North	46	26	3	8	1
3+4 South	53	26	4	8	1
5-Red	3	0	0	6	0
5-Blue	2	0	0	5	0
5-Orange	0	0	0	4	0
6-Red	5	0	0	6	0
6-Blue	4	0	0	5	0
6-Orange	2	0	0	4	0

1 = Includes each dwelling unit: single-family units, apartments, etc.

RESIDENTIAL RELOCATIONS

Alternatives 3+4 North and 3+4 South

Alternatives 3+4 North and South share an alignment for the western half of the approximately 10-mile corridor. These alternatives would involve major reconstruction of several roads, and consequently more residential relocations than the other alternatives that go cross country.

Alternative 3+4 North would require the relocation 46 dwellings, and 3+4 South would relocate 53; 45 of the relocations are common to either alignment. Of the 45 common relocations 15 are rental units in multi-family buildings (i.e., two four-unit apartment buildings, two duplexes, and one triplex), and the other 30 are single family units (SFU). Each of the 30 SFUs appear to be owner occupied, but some could be occupied by tenants.

There is no evidence of any handicapped individuals, or families with five or more individuals. However, there is evidence of low-income families and minority groups that would be affected. Therefore, both Alternative 3+4 North and South could potentially have involvement with Executive Order 12898, *Environmental Justice*, to determine if a disproportionately high impact on such individuals or groups would occur.

The estimated residential relocation cost for single family homes is be \$22,500 per dwelling and the estimated moving cost is \$1,750 per dwelling (for a total of \$24,250). For rental units, the relocation cost is an estimated \$5,250 per unit, and the moving cost is \$1,750 unit (for a total of \$7,000). These costs, which do not include the fair market value of the dwellings, are included in the table below. The price range of the house listed below is based on PVA records, rounded to the nearest \$1,000th, and then plus and minus \$5,000.

Table 2
Potential Residential Relocations — Alternatives 3+4 North and 3+4 South

Price Range	Estimate Number of Bedrooms	Type	Estimated Household Income ¹	Age (Years)	Condition	Residential Units to be Acquired	Estimated Relocation Costs	Current Number of Comparable Housing Units Available ²
Relocations Common to both 3+4 North and 3+4 South								
N/A	16	Two 4-unit apartment bldg, (2 bedrooms ea)	\$15,000 - \$25,000	20	G	8	\$56,000	N/A
N/A	6	One 3-unit apartment bldg, (2 bedrooms ea)	\$15,000 - \$25,000	20	G	3	\$21,000	N/A
N/A	4	One Duplex apartment bldg, (2 bedrooms ea)	\$15,000 - \$25,000	20	G	2	\$14,000	N/A
N/A	4	One Duplex apartment bldg, (2 bedrooms ea)	\$15,000 - \$25,000	20	G	2	\$14,000	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$35,000 – \$45,000	3	Frame SFU	\$15,000 - \$25,000	20	G	1	\$24,250	4
\$35,000 – \$45,000	3	Frame SFU	\$15,000 - \$25,000	10	G	1	\$24,250	4
\$35,000 – \$45,000	3	Brick SFU	\$15,000 - \$25,000	20	G	1	\$24,250	4
\$45,000 – \$55,000	3	Brick SFU	\$16,000 - \$26,000	20	G	1	\$24,250	9
\$52,000 – \$62,000	3	Frame SFU	\$19,000 - \$29,000	80	G	1	\$24,250	17
\$52,000 – \$62,000	3	Brick SFU	\$19,000 - \$29,000	30	G	1	\$24,250	17
\$56,000 – \$66,000	3	Frame SFU	\$20,000 - \$30,000	80	G	1	\$24,250	13
\$60,000 – \$70,000	2	Frame SFU	\$22,000 - \$32,000	50	G	1	\$24,250	16
\$65,000 – \$75,000	3	Brick SFU	\$24,000 - \$34,000	20	G	1	\$24,250	20
\$70,000 – \$80,000	3	Brick SFU	\$26,000 - \$36,000	20	G	1	\$24,250	9
\$70,000 – \$80,000	3	Brick SFU	\$26,000 - \$36,000	20	G	1	\$24,250	9
\$75,000 – \$85,000	3	Frame SFU	\$28,000 - \$38,000	80	G	1	\$24,250	17

Price Range	Estimate Number of Bedrooms	Type	Estimated Household Income ¹	Age (Years)	Condition	Residential Units to be Acquired	Estimated Relocation Costs	Current Number of Comparable Housing Units Available ²
\$79,000 – \$89,000	3	Brick SFU	\$30,000 - \$40,000	20	G	1	\$24,250	20
\$85,000 – \$95,000	3	Brick SFU	\$32,000 - \$42,000	20	G	1	\$24,250	27
\$85,000 – \$95,000	3	Brick SFU	\$32,000 - \$42,000	30	G	1	\$24,250	27
\$121,000 – \$131,000	3	Brick SFU	\$47,000 - \$57,000	20	G	1	\$24,250	14
\$225,000 – \$235,000	3	Brick SFU	\$90,000 - \$100,000	20	G	1	\$24,250	13
Subtotals	106					45	\$832,500	
Relocations Unique to 3+4 North								
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
Relocations Unique to 3+4 South								
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$25,000 – \$35,000	2	Frame SFU	\$15,000 - \$25,000	60	G	1	\$24,250	2
\$42,000 – \$52,000	3	Brick SFU	\$15,000 - \$25,000	30	G	1	\$24,250	4
\$53,000 – \$63,000	3	Frame SFU	\$19,000 - \$29,000	70	F	1	\$24,250	18
\$60,000 – \$70,000	3	Brick SFU	\$22,000 - \$32,000	20	G	1	\$24,250	16
\$68,000 – \$78,000	3	Frame SFU	\$25,000 - \$35,000	30	G	1	\$24,250	20
\$90,000 – \$100,000	4	Brick SFU	\$34,000 - \$44,000	10	G	1	\$24,250	28
Subtotals	22					8	\$194,000	
TOTALS 3+4 NORTH	108					46	\$856,750	
TOTALS 3+4 SOUTH	128					53	\$1,026,500	

1 – The household incomes were based on a formula assuming each household spends 25 percent of their gross income on a mortgage (which is a national average), each mortgage would consist of a 15-year loan at 8 percent APR, and 10 percent of the value would be used as a down payment.

2 – Comparable Housing Units Available were identified on Realtor.com.

F = Fair G = Good SFU = Single Family Unit

Alternatives 5-Red and 6-Red

Alternatives 5-Red and 6-Red begin with a new interchange on I-65 about 500 east of the interchange locations for Blue, and 3,100 feet east of Orange, each would be a trumpet design. From the interchange it continues north across farmland, bridges the CSX Railroad, and either bridges US 68/KY 80 (Alternative 5) or provides a full diamond interchange with US 68/KY 80 (Alternative 6). North of US 68/KY 80, the Red and Blue Alternatives merge into the same alignment and continue north to an at-grade, T-intersection with US 31W. Each alternative would also involve the widening of US 31W from a two lane road to a four lane road from the proposed T-intersection east approximately 1.0 mile to tie into the existing four lane section of US 31W. Alternative 5-Red and 6-Red are approximately 2.6 miles in length, from the bridge over I-65 to US 31W, and each would be a four-lane divided roadway.

We have estimated that three (3) or five (5) residential single-family dwellings would be acquired for right-of-way if Alternative 5-Red or 6-Red, respectively, is selected for construction. Each of the homes appears to be owner-occupied. There is no evidence of any handicapped individuals, low-income families, families with five or more individuals, or minority groups that would be affected. Therefore, in accordance with Executive Order 12898, *Environmental Justice*, there would not be a disproportionately high impact on such individuals or groups. It should be noted, however, that there is evidence that elderly individuals would be displaced.

The estimated residential relocation cost for single family homes is be \$22,500 per dwelling and the estimated moving cost is \$1,750 per dwelling (for a total of \$24,250). These costs, which do not include the fair market value of the dwellings, are included in the table below. The approximate value of the house listed below is based on PVA records, rounded, and plus and minus \$5,000.

Table 3
Potential Residential Relocations — Alternatives 5-Red and 6-Red

Price Range	Estimate Number of Bedrooms	Type	Estimated Household Income ¹	Age (Years)	Condition	Residential Units to be Acquired	Estimated Relocation Costs	Current Number of Comparable Housing Units Available ²
Alternatives 5-Red and 6-Red								
\$15,000 – \$25,000	2	Frame SFU	\$15,000 - \$25,000	120	F	1	\$24,250	0
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	G	1	\$24,250	N/A
\$35,000 – \$45,000	3	Frame SFU	\$15,000 - \$25,000	50	G	1	\$24,250	4
Total for 5-Red	7					3	\$72,750	
Alternative 6-Red, Only								
\$70,000 – \$80,000	3	Brick SFU	\$26,000 - \$36,000	30	G	1	\$24,250	9
\$85,000 – \$95,000	3	Brick SFU	\$32,000 - \$42,000	30	G	1	\$24,250	27
Total for 6-Red	13					5	\$121,250	

1 – The household incomes were based on a formula assuming each household spends 25 percent of their gross income on a mortgage (which is a national average), each mortgage would consist of a 15-year loan at 8 percent APR, and 10 percent of the value would be used as a down payment.

2 – Comparable Housing Units Available were identified on Realtor.com.

Alternatives 5-Blue and 6-Blue

Alternatives 5-Blue and 6-Blue begin with a new interchange on I-65 approximately 500 feet west of that for Alternative Red, with the same design. From the interchange it continues north across farmland, bridges the CSX Railroad, and at US 68/KY 80 either bridges US 68/KY 80 (Alternative 5) or provides a full diamond interchange with US 68/KY 80 (Alternative 6). North of US 68/KY 80, the Blue and Red Alternatives merge into the same alignment and continue north to an at-grade, T-intersection with US 31W. Each alternative would also involve the widening of US 31W from a two lane road to a four lane road from the proposed T-intersection east approximately 1.0 mile to tie into the existing four lane section of US 31W. Alternatives 5-Blue and 6-Blue are approximately 2.6 miles in length and would be a four-lane divided roadway.

We have estimated that two (2) or four (4) residential single-family dwellings would be acquired for right-of-way if Alternative Blue-5 or Blue-6, respectively, is selected for construction. Each of the homes appears to be owner-occupied. There is no evidence of any handicapped individuals, low-income families, families with five or more individuals, or minority groups that would be affected. Therefore, in accordance with Executive Order 12898, *Environmental Justice*, there would not be a disproportionately high impact on such individuals or groups. It should be noted, however, that there is evidence that elderly individuals would be displaced.

The estimated residential relocation cost for single family homes is be \$22,500 per dwelling and the estimated moving cost is \$1,750 per dwelling (for a total of \$24,250). These costs, which do not include the fair market value of the dwellings, are included in the table below. The approximate value of the house listed below is based on PVA records, plus and minus \$5,000.

Table 4
Potential Residential Relocations — Alternatives 5-Blue and 6-Blue

Price Range	Estimate Number of Bedrooms	Type	Estimated Household Income ¹	Age (Years)	Condition	Residential Units to be Acquired	Estimated Relocation Costs	Current Number of Comparable Housing Units Available ²
Alternatives 5-Blue and 6-Blue								
\$15,000 – \$25,000	2	Mobile Home	\$15,000 - \$25,000	10	F	1	\$24,250	N/A
\$35,000 – \$45,000	3	Frame SFU	\$15,000 - \$25,000	50	G	1	\$24,250	4
Total for 5-Blue	5					2	\$48,500	
Alternative 6-Blue, Only								
\$70,000 – \$80,000	3	Brick SFU	\$26,000 - \$36,000	30	G	1	\$24,250	9
\$85,000 – \$95,000	3	Brick SFU	\$32,000 - \$42,000	30	G	1	\$24,250	27
Total for 6-Blue	11					4	\$97,000	

1 – The household incomes were based on a formula assuming each household spends 25 percent of their gross income on a mortgage (which is a national average), each mortgage would consist of a 15-year loan at 8 percent APR, and 10 percent of the value would be used as a down payment.

2 – Comparable Housing Units Available were identified on Realtor.com.

Alternatives 5-Orange and 6-Orange

Alternatives 5-Orange and 6-Orange begin with a new interchange on I-65 approximately 2,500 feet west of that for Alternative Blue, with the same design. From the interchange it continues north across farmland, bridges the CSX Railroad, and at US 68/KY 80 either bridges US 68/KY 80 (Alternative 5) or provides a full diamond interchange with US 68/KY 80 (Alternative 6). South of US 68/KY 80, the Orange and Blue Alternatives merge into the same alignment, and north of US 68/KY 80 all three merge and continue north to an at-grade, T-intersection with US 31W. Each alternative would also involve the widening of US 31W from a two lane road to a four lane road from the proposed T-intersection east approximately 1.0 mile to tie into the existing four lane section of US 31W. Alternatives 5-Orange and 6-Orange are approximately 2.8 miles in length, from the bridge over I-65 to US 31W, and each would be a four-lane divided roadway.

We have estimated that no (0) residential dwellings would be acquired for right-of-way if Alternative Orange-5 is selected for construction, and two (2) single-family dwellings would be acquired for right-of-way if Alternative Orange-6 is selected for construction. Each home is owner-occupied. There is no evidence of any handicapped individuals, low-income families, families with five or more individuals, or minority groups that would be affected. Therefore, in accordance with Executive Order 12898, Environmental Justice, there would not be a disproportionately high impact on such individuals or groups. It should be noted, however, that there is evidence that both relocations are elderly.

The estimated residential relocation cost for single family homes is be \$22,500 per dwelling and the estimated moving cost is \$1,750 per dwelling (for a total of \$24,250). These costs, which do not include the fair market value of the dwellings, are included in the table below. The approximate value of the house listed below is based on PVA records, plus and minus \$5,000.

Table 5
Potential Residential Relocations — Alternative 6-Orange

Price Range	Estimate Number of Bedrooms	Type	Estimated Household Income ¹	Age (Years)	Condition	Residential Units to be Acquired	Estimated Relocation Costs	Current Number of Comparable Housing Units Available ²
Alternative 6-Orange, Only								
\$70,000 – \$80,000	3	Brick SFU	\$26,000 - \$36,000	30	G	1	\$24,250	9
\$85,000 – \$95,000	3	Brick SFU	\$32,000 - \$42,000	30	G	1	\$24,250	27
Total for 6-Orange	6					2	\$48,500	

1 – The household incomes were based on a formula assuming each household spends 25 percent of their gross income on a mortgage (which is a national average), each mortgage would consist of a 15-year loan at 8 percent APR, and 10 percent of the value would be used as a down payment.

2 – Comparable Housing Units Available were identified on Realtor.com.

Available Housing

Regarding available housing, the following web page was searched: www.realtor.com/FindHome/. This site is a comprehensive multiple listing of real estate for sale, and one can choose from among numerous categories, specific requirements, and locales in search of housing on the market. Within Warren County, alone, there are as of this writing 448 single-family residential dwellings on the real estate market listed and referenced on this web page. Within the sub area of “East Warren County,” where the project corridor is located (see inserted figure), there are 59 residential dwellings listed on the real estate market. A detailed search for each of the houses itemized above (based on price range, number of bedrooms, and age) resulted in a more than adequate number of houses in which the potential relocatees could be located.

Based on this information alone, not including a search of houses for sale by owner, it is anticipated that each of the relocatees could be relocated within Warren County, if not within east Warren County. Further, it is anticipated that the Last Resort Housing¹ program will not be necessary to successfully meet

¹ “Last Resort Housing ” is a program used when comparable replacement housing is unavailable, or unavailable within the displacee's financial means, and the replacement payment exceeds the state legal limitation. The program's purpose is to allow

the needs of the relocated residents; nor will the development of a Last Resort Housing Plan be warranted.

Given the number of relocatees, it is estimated to take less than one year to complete the relocation process for Alternatives 5 or 6, and two years for Alternative 3+4 North or South. There are no other known projects, public or private, that could compete for available housing within Warren County during KYTC Year 2006.

Relocation Assistance Program

To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Kentucky Transportation Cabinet offers a Relocation Assistance Program in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (Public Law 91-646), as amended in 1987. The KYTC has programmed in its Six-Year Plan the acquisition of right-of-way for this project to be conducted in KYTC Fiscal Year 2006. At that time, as part of the Relocation Assistance Program, a relocation agent would be assigned to this project to ascertain the needs and desires of the potentially displaced persons, to provide information, answer questions, give help in finding replacement property, and issue last resort housing payments, if needed.

Those to be displaced by any of the build alternatives would be relocated into decent, safe, and sanitary replacement housing, without discrimination, and within a reasonable period of time. Relocation resources would be available to all residential relocatees without regard to race, creed, color, national origin or economic status, as required by Title VI of the *Civil Rights Act of 1964*.

According to field reconnaissance, Alternatives 3+4 North and South could potentially cause the relocation of dwellings that are occupied by a relatively high number of minorities or low-income people. Therefore, Alternatives 3+4 North and South could require involvement with *Environmental Justice*, Executive Order 12898. Alternatives 5 and 6, however, do not appear to have such potential impacts; therefore, neither of these two alternatives are anticipated to have involvement with Executive Order 12898. The purpose of Executive Order 12898 is to identify, address, and avoid disproportionately high and adverse human health or environmental effects on minority or low-income populations.

COMMERCIAL AND INSTITUTIONAL DISPLACEMENTS

For Alternatives 5 and 6 there are no commercial (i.e., businesses or offices), institutional (i.e., churches, schools, government buildings, non-profit organizations), or industrial (i.e., manufacturing) establishments that would be displaced. Nor are there any such establishments that would experience proximity or indirect impacts from right-of-way acquisition.

For Alternative 3+4 North and South, there would be 26 commercial/business displacements, and one (1) industrial displacement. Each of these are located along either KY 446 or US 31W, and are as follows:

broad latitudes in implementation methods by the state so that decent, safe, and sanitary replacement housing can be provided. This program is used, as the name implies, only as a "last resort," when there is no adequate opportunity for relocation within the area.



Along KY 446

- Barren River Beverage
- Shell Service Station
- Wendy's Restaurant
- Value Lodge
- Continental Inn
- Jerry's Restaurant
- BP Gas Station
- Hardee's Restaurant
- Turner Industries
- Hitch Environmental (in Turner Industries Bldg.)
- GM Office Space (in Turner Industries Bldg.)

Along US 31W

- Carter Lumber
- The Smoke Ring

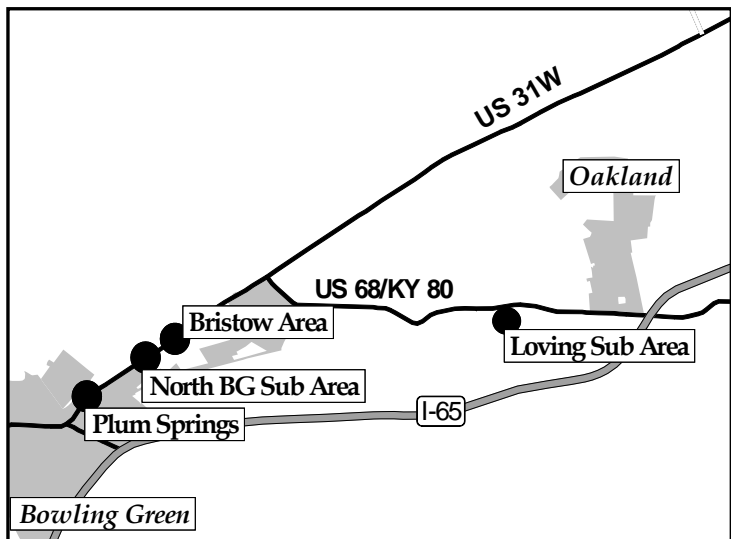
- McGuirk & Hanes Oil
- Home & Farm Realty & Auction
- BG Tax Service
- D. J. Construction
- Blevins Storage Units
- Jr. Foods
- Discount Smoke Shop
- Clasy Cat Pet Grooming
- Rectors Cherry Reproductions
- Bowling Green Marine
- Star Auto Sales & Service

- Country Living Estates Office Building
- Kids World Daycare
- Unnamed car service building

NEIGHBORHOOD \ COMMUNITY IMPACTS

For Alternatives 5 and 6, there are no groups of homes, defined neighborhoods, or residential clusters of homes that would be impacted. With Alternatives 3+4 North there are three groups of homes that would be impacted, and with Alternative 3+4 South there are four (three of the four are common to both options). The groups of homes are as follows, from west to east:

- **Plum Springs** (southern portion along US 31W and Plum Springs Loop) – Alternatives 3+4 North and South would relocate three (3) homes and dislocated six (6) businesses from this area.
- **North Bowling Green Sub-Community** (located along US 31W east of Moorman Road) – Alternatives 3+4 North and South would relocate twenty-two (22) residential dwellings and dislocated six (6) businesses (out of a total of seven) in this sub-area.
- **Bristow Area** (located along US 31W east and west of Bristow Elementary School) – Alternatives 3+4 North and South would relocate eleven (11) residential dwellings and dislocated three (3) commercial building in this area.
- **Loving Area Sub-Community** (located along Goshen Church Road) – Alternatives 3+4 South, only, would relocate three (3)



residential dwellings in this area.

FARM IMPACTS

Below is a summary of the farms that could be expected to be either split or lose approximately 20 percent or more of the farmable land. The farming income/business issues will be addressed during the right-of-way acquisition phase of the project.

Build Alternative	No. of Farms Split or Lose 20 Percent Of Land
3+4 North	8
3+4 South	8
5-Red	6
5-Blue	5
5-Orange	4
6-Red	6
6-Blue	5
6-Orange	4

CONCLUSIONS

Alternatives 3+4 North and South have considerable more residential relocations, potential Environmental Justice involvement, commercial and business displacements, community impacts, and farm impacts than Alternative 5 and 6.